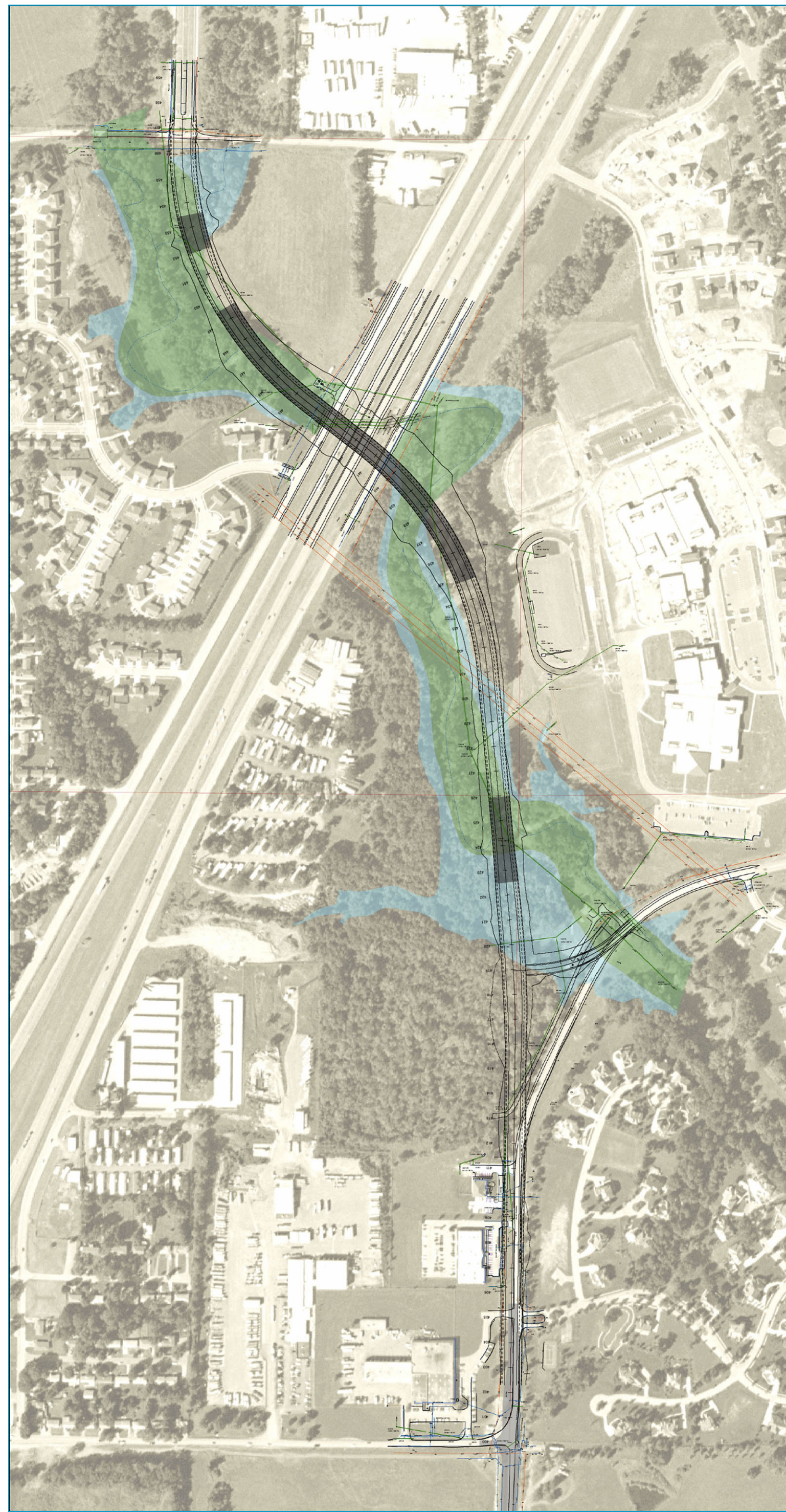
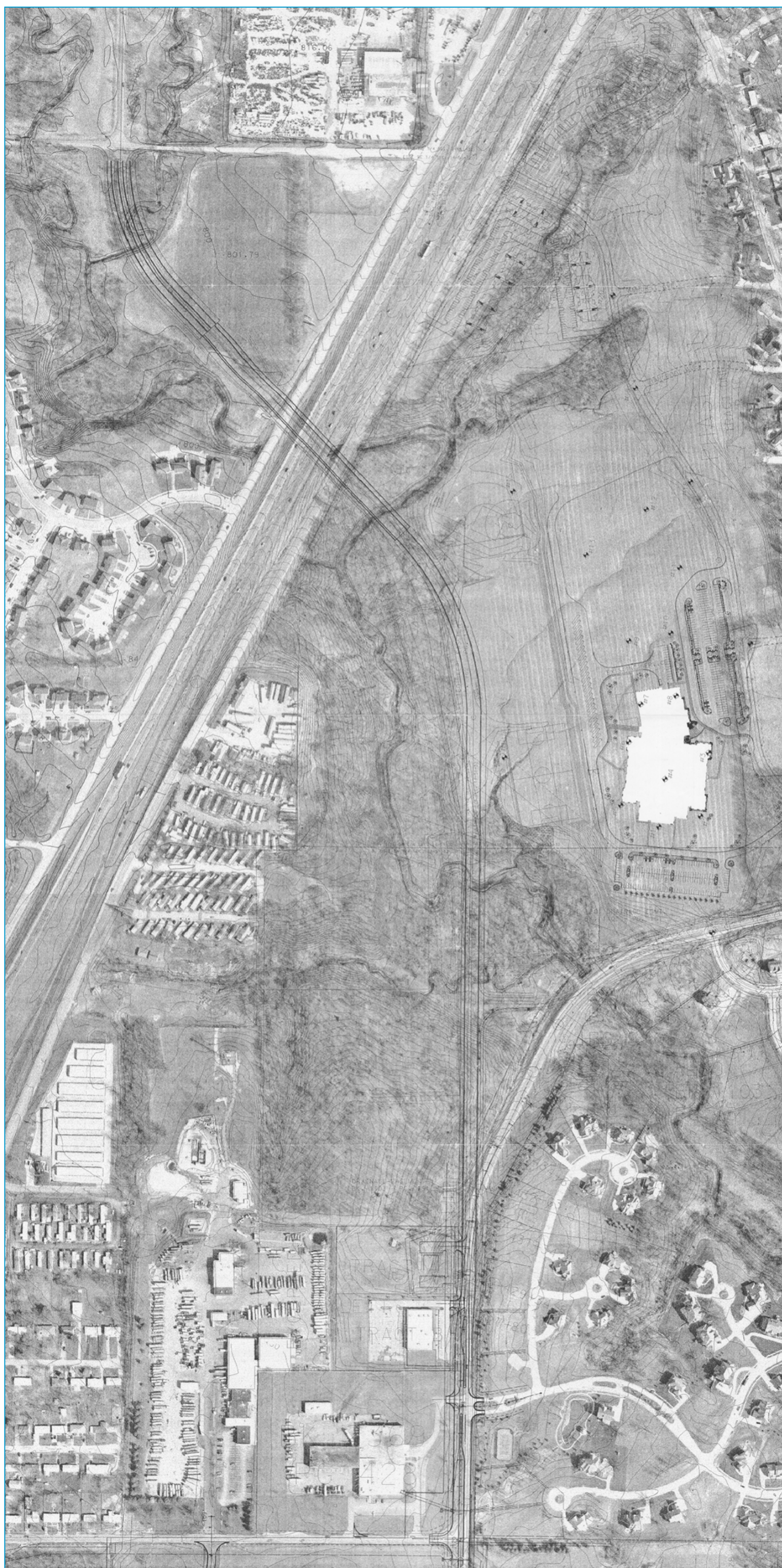


# Preliminary Concepts

At the outset of the planning process, the team developed a number of concepts, and evaluated their ability to (1) address the project purpose and need and (2) minimize impacts:

## 50 MPH Design Speed Original

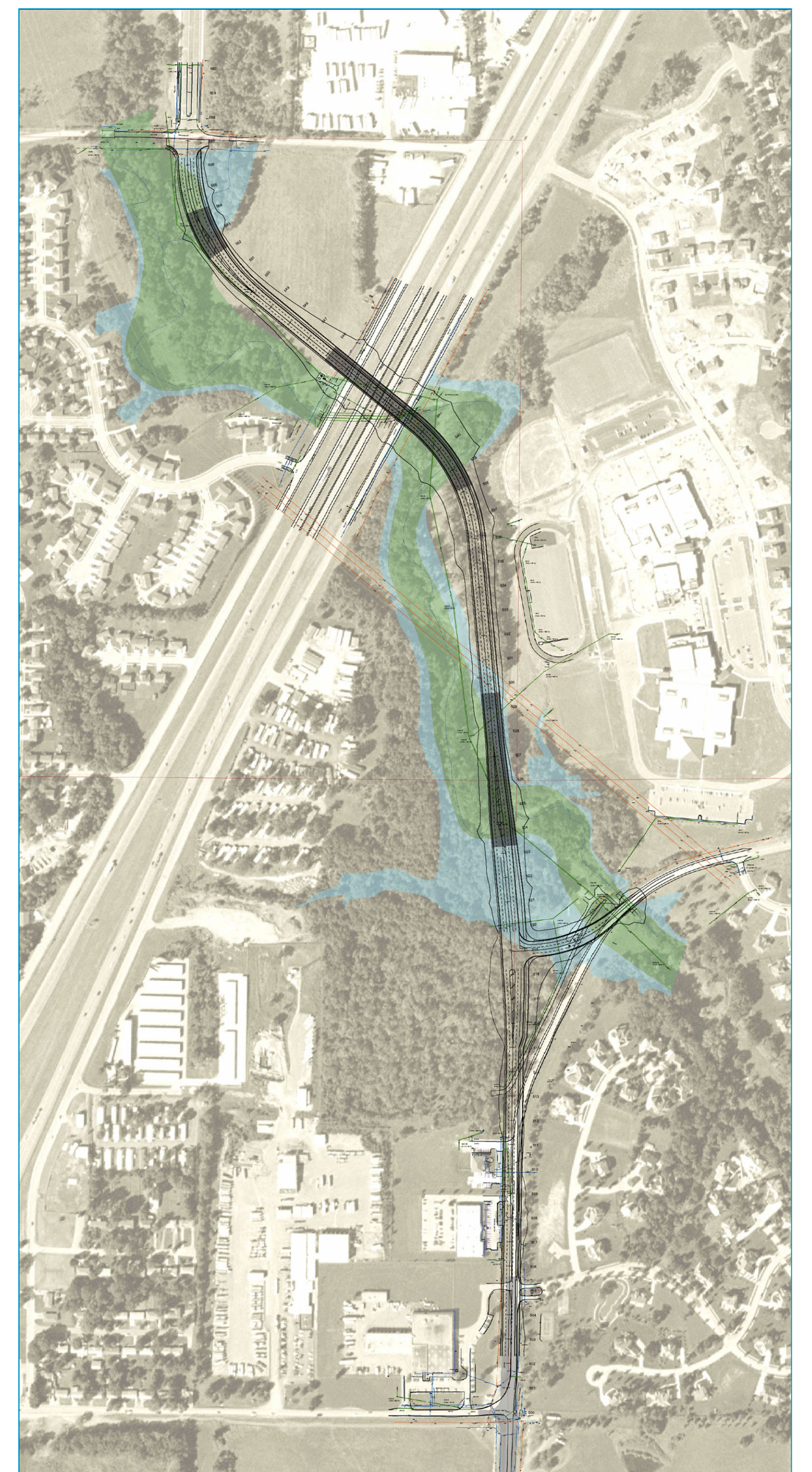


## 50 MPH Design Speed Refined

At 50 MPH, there would be significant impacts to the creek and floodway. These concepts were not carried forward for further consideration.

## 40 MPH Design Speed

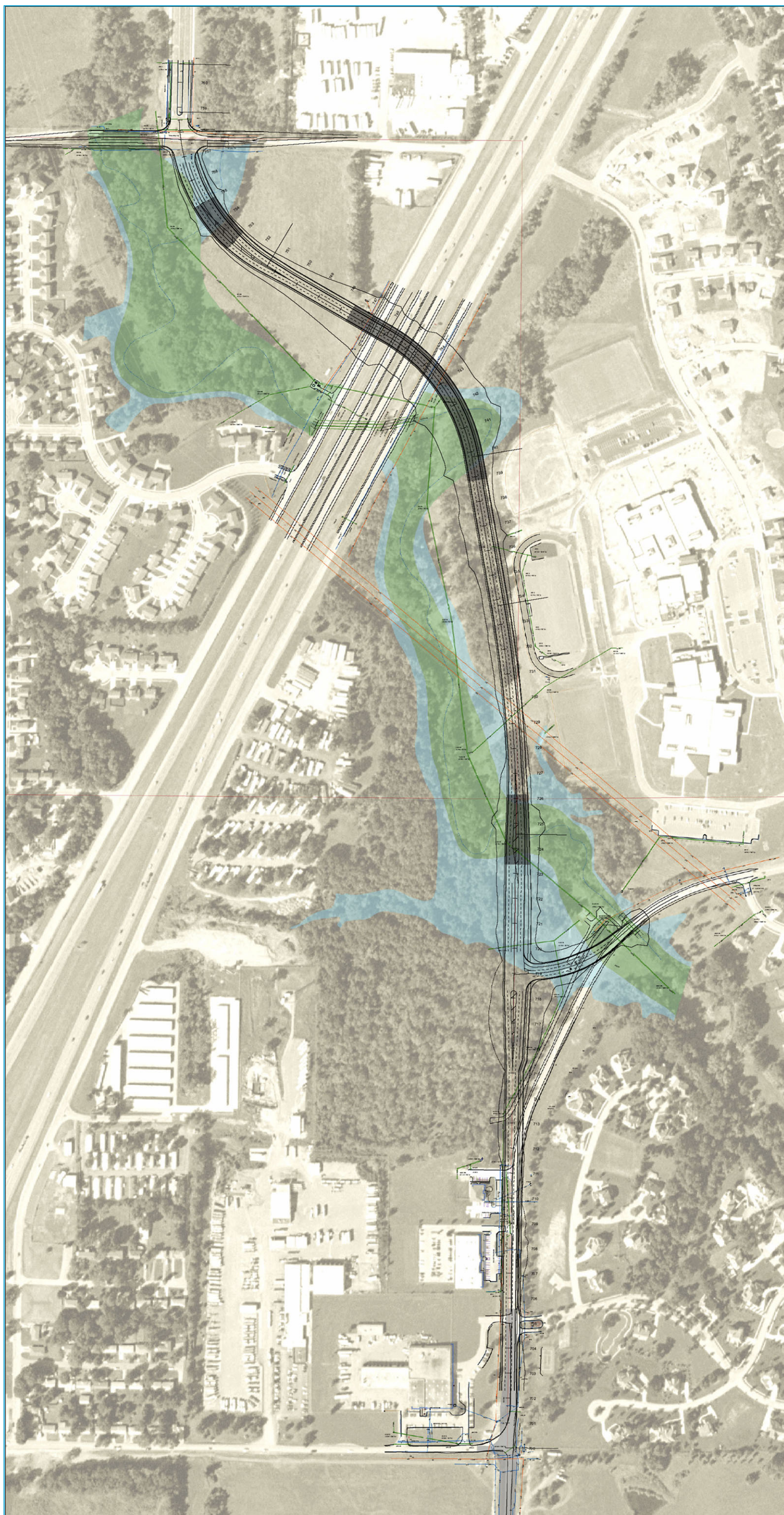
A 40 MPH design allows tighter curves and would reduce impacts to the creek. However, it would impact the floodway, and the box culvert which directs Shoal Creek under I-35.





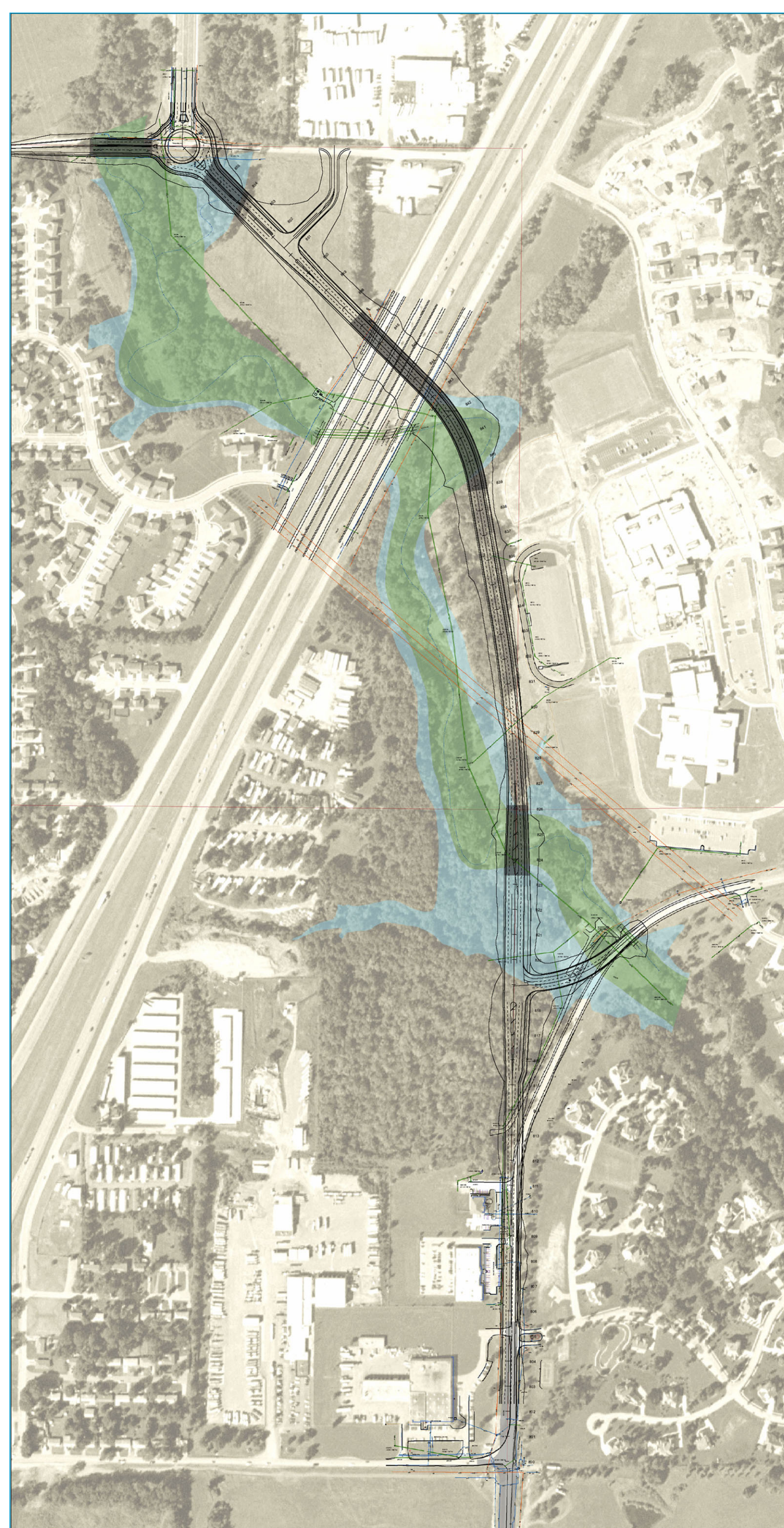
# Preliminary Concepts

At the outset of the planning process, the team developed a number of concepts, and evaluated their ability to (1) address the project purpose and need and (2) minimize impacts:



## 40 MPH Design Speed Floodway Avoidance

Shifting the 40 MPH design to the east would further reduce impacts to the creek and floodway, and reduces the I-35 overpass bridge length.



## 40 MPH Design Speed Floodway Avoidance with One Roundabout

The use of a roundabout at 76<sup>th</sup> Street would improve safety and traffic flow. It would also help reduce costs for bridge improvements at 76<sup>th</sup> Street.

## 40 MPH Design Speed Floodway Avoidance with Two Roundabouts

A second roundabout at Liberty Drive would further improve safety and traffic movement.

